

JOINT MESSAGEFORM

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DS

SECURITY CLASSIFICATION

SECRET

TYPE MSG

BOOK

MULTI

SINGLE

PRECEDENCE

ACTION

INFO

~~ROUTINE~~ PRIORITY

DTG

005017Z

FROM:

TO:

SPECIAL INSTRUCTIONS

IDEALIST SCOPE SAINT II

SUBJECT: PRELIMINARY COMMENTS ON SCOPE SAINT II

PART I. DURING THE FORMAL SCOPE SAINT II CRITIQUE HELD AT HEAD-
QUARTERS ON 6 MAY, [] COMMANDER WAS GIVEN THE OPPORTUNITY TO
PRESENT A BRIEF RESUME OF THE OPERATION FROM THE DETACHMENT'S POINT
OF VIEW. THIS DISCUSSION WAS IN GENERAL TERMS AND HIGHLIGHTED WHAT
[] CONSIDERED TO BE THE MAJOR CONSIDERATIONS; IT WAS NOT IN-
TENDED TO BE ALL-INCLUSIVE. [] COMMANDER STATED THAT FULL
DETAILS WOULD FOLLOW IN AN ENSUING REPORT. DUE TO TIME LIMITATIONS
[] WAS REQUESTED TO FORWARD A QUICK-LOOK PRELIMINARY REPORT
FOR POSSIBLE INCLUSION IN THE [] FINAL REPORT. THIS PRELIMINARY
COMMENTARY WILL BE DIVIDED BY FUNCTIONAL AREA FOR [] STAFF CON-
VENIENCE.

PART II

A. OPERATIONS:

1. C-141 OPERATIONAL FEASIBILITY. WHILE THE C-141 OFFERS CON-
SIDERABLE IMPROVEMENT IN PASSENGER COMFORT OVER THE KC-135 IT DID

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MAY	69
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TYPED NAME AND TITLE

PHONE

73110

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RE

USAF

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HAVE SEVERAL SHORTCOMINGS FROM AN OPERATIONAL STANDPOINT. THE FACT THAT IT DID NOT HAVE AN AIR-TO-AIR TACAN, A UHF DF NOR AN OPERATIONAL RADAR BEACON PREVENTED US FROM KNOWING THE TRUE BEARING OF THE U-2 FROM THE C-141. RANGE, HOWEVER, WAS CONTINUOUSLY FURNISHED BY THE DME PORTION OF [REDACTED]

2. FAA/ICAO COORDINATION EFFECTIVENESS:

(A.) OUTBOUND: THE C-141 HAD A PROBLEM OBTAINING A SUITABLE ALTITUDE ON THE [REDACTED] LEG. THE PILOT HAD TO ACCEPT FL 390 OR ACCEPT A CHANGE OF ROUTE TO GET A LOWER ALTITUDE. HE ELECTED TO CLIMB TO FL 390. CONTACT WAS MADE WITH THE [REDACTED] AIRCRAFT AND THE OCEAN STATION VESSELS AND A RADAR FIX ON DF PLOT WAS PROVIDED BY EACH. THEY WOULD ALSO PASS POSITION REPORTS WHEN REQUESTED.

(B.) INBOUND: THE C-141 WAS DIVERTED ONE DEGREE SOUTH OF THE TRACK OF THE U-2. THIS WAS NOT A SERIOUS PROBLEM BUT COUPLED WITH THE LACK OF U-2 AZIMUTH INFORMATION COULD CAUSE PROBLEMS IF A JOIN-UP OF THE TWO AIRCRAFT WAS REQUIRED.

3. PROPOSED ENROUTE CONCEPT: CONSIDERATIONS SHOULD BE GIVEN TO FERRYING THE U-2 WITHOUT ESCORT ON THE FIRST LEG OF AN ATLANTIC OR PACIFIC CROSSING. [REDACTED] SUPPORT AS WELL AS THE OCEAN STATION VESSELS PROVIDE ADEQUATE ENROUTE NAVIGATION ASSISTANCE. THIS WOULD PERMIT THE SUPPORT AIRLIFT AND PERSONNEL TO BE IN POSITION WELL IN ADVANCE

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OF THE ARRIVAL OF THE U-2.

B. MATERIEL:

1. C-141 LOGISTIC FEASIBILITY:

(A.) AS DISCUSSED DURING THE FORMAL CRITIQUE THE C-141 OFFERS MANY ADVANTAGES NOT PREVIOUSLY AVAILABLE. ASIDE FROM THE OBVIOUS BENEFITS OFFERED BY INCREASED CAPACITY IN TERMS OF WEIGHT, AND CUBE, THE C-141 INCREASES PASSENGER COMFORT, PLACING US IN THE FIELD IN AN INCREASED STATE OF PERSONNEL READINESS. IN ADDITION, THE C-141 SHORT FIELD CAPABILITY OPENS OPTIONS NOT POSSIBLE WITH THE KC-135, INCLUDING NORTH BASE UPLOAD AND DOWNLOAD.

(B.) AN AREA FOR IMPROVEMENT STEMS FROM DIFFERING LEVELS OF FORMALITY REQUIRED DURING THE PLANNING PHASES WITH THE C-141 AS OPPOSED TO THE KC-135. THE RELATIVELY INTIMATE RELATIONSHIP THAT WE ENJOYED WITH THE BEALE AFB KC-135 GROUP PRECLUDED THE NECESSITY FOR CAREFULLY DETAILED REQUIREMENTS STATEMENTS THAT MAC EXPECTS. WITH THE KC-135, TELEPHONE EXCHANGES OF VIEWS WERE APPROPRIATE AND EFFECTIVE. WITH MAC, WE MUST FORMALLY COMPLY WITH THEIR METHODS TO INSURE THAT THE DOWNSTREAM END OF THE COMMUNICATIONS CHANNEL, THE AIR CREW, GETS THE WORD. A CONFIDENCE CALL FROM [] COMMANDER TO THE MAC COMMAND POST ON 14 APRIL RESULTED IN SEATS BEING PLACED ON THE INCOMING C-141. THE COMMAND POST HAD A MESSAGE STATING SEAT REQUIREMENTS, BUT THE INFO HAD NOT BEEN PASSED TO THE CREW, AND AT THE TIME OF THE CALL, SEATS WERE

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NOT ON THE AIRPLANE. WE DO NOT USE A STANDARD MAC C-141 CONFIGURATION, SO WE HAVE ONE STRIKE AGAINST US BEFORE WE START. WE MUST KEEP THE PRESSURE ON UNTIL WE ARE SURE THAT OUR REQUIREMENTS ARE KNOWN FROM ONE END OF OUR MAC CHANNEL TO THE OTHER, AT LEAST UNTIL WE HAVE A SOLID INTERFACE WITH MAC ELEMENTS.

(C) AS PART OF OUR REQUIREMENTS PACKAGE, WE MUST INCLUDE:

(1) TWO OPERATIONAL UHF RADIOS. THUS, WHEN IN UHF CONTACT WITH CONTROLLING AGENCIES, THE C-141 CAN MONITOR CONTROL FREQUENCIES WHILE THE OPS OFFICER REMAINS IN CONTACT WITH THE ARTICLE ON A DISCRETE FREQUENCY.

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(4) AGAIN, THE CARGO/PASSENGER CONFIGURATION MUST BE AS REQUESTED. LOAD PLANNING IS QUITE DETAILED, AS IT MUST BE; SURPRISE LAST-MINUTE DEVIATIONS FROM PLAN CAN CREATE PROBLEMS TO

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WHICH OUR DEGREE OF FLEXIBILITY CANNOT IMMEDIATELY RESPOND.

2. DEPLOYMENT SITE PREPAREDNESS:

(A) WE ARE REQUIRED TO RESPOND IMMEDIATELY TO

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DEPLOYMENT REQUIREMENTS WITH MINIMUM ADVANCE NOTIFICATION AND PLANNING. WE CAN DO THIS, ACCEPTING PENALTIES INVOLVING CERTAIN INEFFICIENCIES, REQUIRING ON THE SPOT APPLICATION OF INGENUITY, IMPROVISIONS, AND DEVIATIONS. DEVIATION FROM PLAN INCREASES RISK FACTORS IN AFFECTED AREAS, BUT QUICK RESPONSE IS OUR BALL GAME AND WE CAN DO IT. IF TIME PERMITS, HOWEVER, AS IT DID FOR SCOPE SAINT II, WE SHOULD ENDEAVOR TO PLUG ALL HOLES IN AN EFFORT TO KEEP THE TRANSITION FROM HOME TO FIELD OPERATIONS AS SMOOTH AS WE CAN MAKE IT. THIS SHOULD INCLUDE A FORMAL, DETAILED REQUIREMENTS LISTING FOR THE USE OF THE PEOPLE AT THE FAR END OF THIS COMMUNICATIONS CHANNEL. ON SCOPE SAINT II, ALL WAS IN READINESS AT EXCEPT IN THE ONE AREA INVOLVING C-141 DOWNLOAD EQUIPMENT. AS DISCUSSED DURING THE CRITIQUE, WE HAD NO FLATBEDS, NO STAKE BODY TRUCKS, NOT EVEN A FORKLIFT. THE OFFLOAD OPERATION QUICKLY DEGENERATED INTO AN INEFFECTIVE MELER THAT REFLECTED POORLY UPON US, AND UPSET THE RECEPTION PARTY WHO DIDN'T UNDERSTAND THE PROBLEM AT FIRST, AND WHO FELT THAT THEY HAD LET US DOWN BY NOT COMING UP WITH THE RIGHT EQUIPMENT. AFTER THE FACT DISCUSSION DISCLOSED THAT FLATBEDS AND FORKLIFTS COULD HAVE BEEN MADE AVAILABLE IF THE NEED HAD BEEN COORDINATED IN ADVANCE. THIS EXAMPLE OF A BREAK IN COMMUNICATIONS POINTS UP ^A~~AN~~ HARD REQUIREMENT FOR EITHER AN ADVANCED

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25X1A [] CONTINGENT, OR A FORMAL REQUIREMENTS LISTING THAT IS MADE AVAILABLE TO AFFECTED WORKING LEVELS; THE LOWEST ECHELON OF MANAGEMENT, OR MAYBE BOTH.

(B) RECEPTION AND FACILITIES AT LORING AFB WERE EXCELLENT.

25X1A (C) COMMUNICATIONS: COMMUNICATIONS SERVICE GENERALLY WAS GOOD THROUGHOUT SCOPE SAINT II. NEWLY RECEIVED PORTABLE STAFF COMMUNICATIONS EQUIPMENT PERFORMED ADMIRABLY WHEN USED WITH ACOUSTIC COUPLERS ON STANDARD
25X1A TELEPHONE LINES TO/FROM [] DURING THE OUTBOUND DEPLOYMENT. STAFF
25X1A COMMUNICATIONS CONTINUED TO HAVE MINOR PROBLEMS WITH LINE MISMATCHES AT [], BUT HERE AGAIN NEWLY RECEIVED CRYPTOGRAPHIC EQUIPMENT AND ITS' INHERENT INTERFACE POTENTIAL ALLOWED FOR RAPID RESOLUTION AND
25X1A REASONABLY EFFECTIVE SERVICE DURING THE ENTIRE PERIOD OF ACTIVITY AT

25X1A [] ENROUTE [] WAS NORMAL, AS WAS ALL ACTIVITY AT [] 25X1A
25X1A ONE EQUIPMENT FAILURE WAS RECORDED, WHICH WOULD HAVE BEEN DAMAGING IF IT WERE
25X1A NOT FOR THE AVAILABILITY OF REPLACEMENT EQUIPMENT FROM [] MONITOR 25X1A
25X1A STATIONS AT [] THE LATTER FOR FERRY LEG ONLY, HAD EXCELLENT RESULTS DURING ALL SORTIES. THE PREPOSITIONING CONCEPT IS BELIEVED TO HAVE PROVEN ITS' WORTH AS A RESULT OF THIS DEPLOYMENT.

D. SECURITY: SECURITY WAS GENERALLY GOOD DURING THE DEPLOYMENT; HOWEVER, THREE CONTRACT SECURITY OFFICERS AND ONE SENIOR SECURITY OFFICER WERE INSUFFICIENT TO MEET ALL MANPOWER REQUIREMENTS WITHOUT UNDUE HARDSHIP ON THE SECURITY STAFF. ADDITIONALLY, THE DELETION OF THE SECURITY FOOTLOCKERS

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FROM THE PHASE I DEPLOYMENT INVENTORY CREATED A VOID IN EQUIPMENT
NEEDED TO SUSTAIN A MORE POSITIVE SAFETY PROFILE AROUND THE AIRCRAFT.
HAND WALKIE-TALKIE RADIOS WERE ESSENTIAL TO THE SECURITY STAFF TO
MAINTAIN CONTACT AMONG THE LOCATIONS BEING WATCHED BY SECURITY.

H. LIFE SUPPORT: MAINTENANCE LADDER ⁵⁰ IS TOO SHORT ~~IT~~ CAUSES THE UCD TO
BECOME DISCONNECTED. AN AIRCONDITIONED AREA IS PREFERRED FOR DRESSING
AND PREBREATHING BECAUSE OF THE INABILITY OF THE PORTABLE AIRCONDITIONER
TO HANDLE THE LOAD.

F. COVER:

1. SCOPE SAINT II COVER PROBLEMS WERE ADEQUATELY DISCUSSED DURING THE
FORMAL CRITIQUE AND FROM OUR POINT OF VIEW REQUIRE NO FURTHER AMPLIFICATION.

2. THE FOLLOWING THOUGHTS ARE OFFERED FOR POSSIBLE APPLICATION TO
FOLLOW-ON U.K. OPERATIONS:

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IN REVIEWING THE ABOVE, WE FIND THAT IT INCLUDES ALL MEANINGFUL COMMENTS WE CAN MAKE AT THIS TIME. WITH THE SUBMISSION OF OUR REPORT OF THE ACCIDENT INVESTIGATION (VIA DISPATCH) IN ABOUT 4 OR 5 DAYS, WE CONSIDER OUR REPORTING ON SCOPE SAINT II COMPLETE UNLESS ADVISED TO THE CONTRARY.

END OF MESSAGE

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